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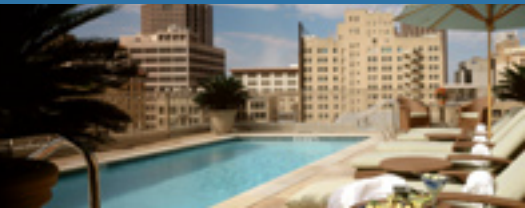


Texas Driver: Lou Gigliotti + Jaguar C Type + Watermark Hotel & Spa + Ducati 999

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# AGE BEFORE BEAUTY

PATRICK MCLOAD'S FINDS HIS FASCINATION WITH CARS IN NEED OF TLC

BY PAULA FELPS / PHOTOGRAPHY BY GLENN ZANOTTI

**PATRICK MCLOAD'S** passion for cars might have been genetic. At any rate, his latest project is most definitely a byproduct of his lineage.

The Houston filmmaker, who specializes in corporate film and video productions, has had a lifelong love affair with cars. For most of his adult life, his automotive affection has focused on his Jaguar E-Type, a right-hand drive car that he found in a field. He was just 21 years old when he discovered the vehicle, and he spent much of the next three decades restoring it.

"There is a certain bit of a perfectionist in me, so I wanted to make sure I did it right," he says. In his early years of adulthood, that perfectionist streak often delayed the restoration process. A limited budget was also no match for the car's many needs, and it became a slow and painstaking process.

"I didn't want to take the easy way out and just sell it," he says. "I never stopped believing in the potential of that car. It was like turning a lump of coal into a gem."

Finally, 20 years after he bought the Jaguar, his restoration was complete and in 2002, it won the Jaguar Clubs of North America National Champion. He still shows the car and drives it occasionally, as well as continuing its maintenance himself.

"I still display it at special local shows and drive it a bit from time to time," he explains. "I don't want it to become an oxidized driver. It's taken too long and too much effort for me to allow it to degrade."

McLoad's completion of the Jaguar didn't mark the end of his restoration efforts. His current project is The Venus, a 1954 prototype car that is believed to be the only remaining Venus in existence.

The fiberglass-bodied sports car was designed to fit onto a full-size American chassis and was sold either as a body shell or as a complete kit. What makes the car so valuable to McLoad is that his father, K.W. McLoad, designed it.

"He was a geophysical engineer and did this on the side," McLoad says. "It was something he had an itch to do, and then when he didn't have any offers from GM or Ford, he

sold the manufacturing rights to someone. The car's only real claim to fame was that it was on the cover of Motor Trend magazine. Other than that, it would have been just another kit car."

But the fact that it was a labor of love by his father, who is now deceased, makes the car more special to McLoad. He found it in 2003, and hopes to have it ready for its public debut at the Lakewood Yacht Club's Keels and Wheels event in May 2006.

"To the best of my knowledge, only about a dozen were made," he says. "If there are any more out there, I'm hoping they surface."

McLoad confesses to having a love for classic cars.

"Yes, the recent cars are nice, and the performance [is] staggering, but dealing with an on-board computer just isn't the same as fine-tuning a set of triple SU-HD8 carbs," he says. "Look under the hood of a new car and all you see is plastic shrouds. Look under a '66 Jaguar E-Type or a '67 Pontiac GTO and you see an honest-to-God engine!"

Not surprisingly, McLoad has been a member of the Jaguar Club of Houston for 20 years.



**Top:** Patrick shows off a photo of the car his father built, while he stands with the frame of the one he's restoring.

**Middle:** McLoad's completely restored, right-hand drive E-Type.

**Bottom:** Every detail was attended to during restoration.